

MAIL SUPPLEMENT TO THE HONGKONG DAILY PRESS.

HONGKONG, THURSDAY MARCH 1ST 1892.

THE MERCHANTIES MARKS ACT.

In his report on the working of the Merchandise Marks Act last year the Collector of Customs at Bombay states that the quantity of goods brought to that port bearing false descriptions is rapidly decreasing, and it is believed that few such goods manage to pass the Custom House. At the same time manufacturers are beginning to send unmarked goods, where they previously sent marked goods, and there is reason to fear that in many such instances descriptions which the Customs House would treat as objectionable are affixed after importation. Indeed the Collector states that the importation of labels which are obviously intended to be put to dishonest uses is by no means uncommon. The number of detections under the Act last year were 1,000 in Rangoon, four in Madras, 144 in Karachi, 303 in Calcutta, and 631 in Bombay. The *Rangoon Gazette* in a article on the subject ridicules the Act, which it condemns as utterly futile, arguing that it would be far better to let masters adjust themselves, as they would do in time. Some dealers, its contemporary says, will find it to their interest to keep only genuine and good articles and those who want such things will go to them, while those who want cheapies primarily will seek it elsewhere, the haggling of the market being sufficient to prevent the purchasers paying the price of a superior article for an inferior one and bringing down the price of the rabbish to its proper value. This argument is hurriedly calculated to command general assent, for every one having any acquaintance with trade knows the immense injury done by fraudulent trade marks. Not only is the purchaser frequently defrauded, but the genuine article suffers in reputation and is looked askance at by those who have once been deceived. As to the affixing of fraudulent marks after importation, that is an evil which calls for an extension of the law, but it is no proof of the general fitlity of the law as it present exists.

Our contemporary does not seem to have had much difficulty in picking off a few cases where the operation of the Act appears absurd. For instance, at Bombay two cases of jute were imported from "Boulogne. Some were marked "Jubilee" and others "Victoria Regia Jubilee" but without any other indication of the country of origin. A fine of Rs. 20 was inflicted and the jutes confiscated, the importer being given the option of returning them on payment of a further sum of Rs. 200, provided he stamped on them the country of origin. Whether the jutes came from Kamtschatka or Timbuctoo was a matter of the slightest moment to the purchasers. The word "Jubilee," however, was held to imply English jute, and the jutes did not appear made in English plants produced as a misleading and fraudulent trade description. In another case, five boxes of steel traps were confiscated and a fine of Rs. 20 imposed, though they had no fewer than three labels on the wrappers clearly indicating the place of origin. The flies themselves had "L. Tallet & Co., Saigon-Tain," but as they had also "a manufactory established" on them, it was held that purchasers might be led into believing they were of English and not French manufacture. Cases like these point rather in a want of discretion in administration than to say error in the principle of the law. Our contemporary, however, condemns the Act in full, representing it as futile where it is not actively mischievous. It is this view of the working of the Act in India we might congratulate ourselves that our equivalent local Ordinance remains a dead letter and that no attempt is made to put it into operation. In theory the Ordinance is supposed to be in full force and effect, but without any machinery for its administration it can accomplish nothing.

Ha noted a journalistic criticism of the Indian Act it may be interesting to see what a practical body like the Bombay Chamber of Commerce have to say on the subject. The Annual Report of the Committee of the Chamber states that the Act has been worked, so far, at Bombay, with exceedingly little friction, that one or two cases have been brought to the notice of the Committee in which people had felt aggrieved as to the penalties and fines inflicted (including possibly the cases over which the *Rangoon Gazette* makes merriment)—but after due investigation the Committee came to the conclusion that the provisions of the Act had been contravened, and that the applicants therefore had only themselves or their constituents to blame for the punishment incurred. "As to the results of the Act on trade in general," the report proceeds, "there may be, and no doubt is, some conflict of opinion, but there can be no question that it has had a very marked effect with regard to the large number of piece-goods imported, and the exports and weight of yarn." Whether local spinners and manufacturers have been made to feel the control of the Act to the same extent as English spinners and weavers is a most point, as "Bombay goods and yarns are generally shipped to places where no Merchandise Marks Act is enforced, and there being no system of Government inspection under the Act, spinners and weavers are left to their own conscience as to how far they observe its provisions." We can hardly give the Bombay spinners and weavers credit for possessing no regard for the existence of the Chinese. It is not astonishing that some touch of the prejudice felt against Chinese on the other side of the Canadian frontier should extend into the Dominion directly Caucasian labour can feel the same scope for the Act here as in India in respect of yarns and piece-goods imported. The machinery for working it is, however, entirely wanting nor, perhaps, is it altogether desirable that it should be supplied, unless the Foreign Customs of China would undertake to apply similar regulations to imports at the Treaty Ports. The measurement of yarns and piece-goods is made for the protection of the purchaser, and as most of the goods imported into this Colony are consumed in China it might be considered a work of supererogation for this Colony to take measures for the protection of the Chinese consumer if the Chinese Customs Authorities consent. The only effect would be to cause trade to pass by this port and go direct to Canton or elsewhere. Where the infringement of trade marks is concerned different considerations arise, but in the present state of affairs, seeing that the colony has no system of Customs examination, the parties whose property is affected must be left to look after their own interests.

TRADE ROUTES TO WESTERN CHINA.

The *Rangoon Gazette* does not seem to have much confidence in the development of a great trade with Western China, by the construction of railways. In discussing a pamphlet by Captain Devraz, who is on the military staff of Indo-China, entitled *Les Grandes Voies Commerciales du Tonkin*, our contemporary quotes the following passage from Mr. Hoar's recent book "Three Years in Western China":—"The most casual reader will have observed that the province of Yunnan is covered with ruined cities, towns and villages; that its soil, fruitful without a doubt, is only partly cultivated; that its population is exceedingly scanty... Room must, however, be found for the ever-increasing population of Sze-chuan, which is surely destined to develop both Kwei-chow and Yunnan; yet many years must elapse before such a happy consummation can be effected. Until that time comes, no great development of our trade with Western China through Burma will be looked for. It will be said that these are the views of pessimist, and that the introduction of railways would put new life into the country. Granting that there are people foolish enough to furnish capital for the construction of railways through an impossible country—that is, garrisoned with the highlanders of the population? The tyranny of the highlanders might readily be curbed, just as the teets have been drawn of the secret societies in the Straits Settlements, and the system of female slavery can be gradually and surely put down. But it is the duty of any and every officer to endeavour to put himself in close touch with the life of the Colony, and an Attorney-General, like Mr. O'MALLEY, who has been successful in dealing with the difficulties of the Chinese in Australia, No doubt there is a good proportion of commerce among Chinese immigrants, but it is not greater than that which arrived from European countries. The various Chinese importers desire to check Oriental immigration by a poll tax of \$50 and a tax of \$50 per head on those now resident in the Dominion, which would of course suffice to exclude the coolie class, but we hope that they will not succeed in their crusade, convinced as we are that they have the best ideas of low seriously the growth of their promising city would be impaired by the passage of such an Act by the Parliament of Canada. If the Dominion Government assent, for every one having any acquaintance with trade knows the immense injury done by fraudulent trade marks. Not only is the purchaser frequently defrauded, but the genuine article suffers in reputation and is looked askance at by those who have once been deceived. As to the affixing of fraudulent marks after importation, that is an evil which calls for an extension of the law, but it is no proof of the general fitlity of the law as it present exists.

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The discussion which recently took place here as to whether the Attorney-General should be allowed private practice has attracted some attention, at Singapore, where it formed the subject of a leading article in the *Straits Times* and was subsequently referred to incidentally in the Hon. T. S. Eliot's speech in the Legislative Council. The *Straits Times* endorses Mr. Francis' view that private practice should be allowed, but

reinforce them in the Colony. The head and front of the offending is the Chinese in their competition in the labour market, and a growing Chinese population is now springing up in British Columbia, the show beginning to pinch. This agitation is shown to be deepest, not in Chinese interests only but also in those of the Canadians themselves. The immigration does not benefit the Chinese alone; it enriches the Dominion in many various ways. It furnishes a supply of cheap labour with the aid of which Canadian factories could soon compete successfully with those of California. It would gradually produce a large trade between Canada and China, of which the terms are already apparent, and which would ultimately make of Vancouver the second port on the Pacific coast of the American continent. It would likewise bring about the rapid opening up of the great open lands of the western provinces of the Dominion, and no doubt hasten the exploitation of its valuable mineral resources. Many of the evils attending the immigration of Chinese could be remedied by sensible legislation. Why should they be allowed to live under insanitary conditions tolerated among the Caucasian section of the population? The tyranny of the highlanders might readily be curbed, just as the teets have been drawn of the secret societies in the Straits Settlements, and the system of female slavery can be gradually and surely put down. But it is the duty of any and every officer to put himself in close touch with the life of the Colony, and an Attorney-General, like Mr. O'MALLEY, who has been successful in dealing with the difficulties of the Chinese in Australia, No doubt there is a good proportion of commerce among Chinese immigrants, but it is not greater than that which arrived from European countries. The various Chinese importers desire to check Oriental immigration by a poll tax of \$50 and a tax of \$50 per head on those now resident in the Dominion, which would of course suffice to exclude the coolie class, but we hope that they will not succeed in their crusade, convinced as we are that they have the best ideas of low seriously the growth of their promising city would be impaired by the passage of such an Act by the Parliament of Canada. If the Dominion Government assent, for every one having any acquaintance with trade knows the immense injury done by fraudulent trade marks. Not only is the purchaser frequently defrauded, but the genuine article suffers in reputation and is looked askance at by those who have once been deceived. As to the affixing of fraudulent marks after importation, that is an evil which calls for an extension of the law, but it is no proof of the general fitlity of the law as it present exists.

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by his master's direction. He showed the books to his master every day. The books were kept in his hands.

Mr. Friends.—But the complainant cannot read Chinese.

Mr. Denys.—Neither can the defendant.

(Laughter.)

Witness.—I also showed the books to the second clerk.

The case was adjourned.

HONGKONG ATHLETIC SPORTS.

The second athletic meeting under the auspices of the Hongkong Athletic Club was held very successfully on the 13th instant at Happy Valley, the organization having succeeded in carrying out the idea of again holding the sports, and their energies have been taxed to the utmost during the part fought in the making of arrangements. The committee, however, stuck well to the work and the result of their labours on the 13th inst. was as deserved and creditable as any previous meeting. The course is a very large one, of greater dimensions than within the enclosure than at the memorable Race Meeting—and a large number of ladies were noticed among the most interested of the spectators. Sir William Robinson was the greatest of the spectators. Fortunately the weather was upon the whole favourable, though one or two slight showers seemed to threaten a persistent downpour during the disposal of the latter part of the programme. Of the sport we can only say that it was very good all round. The champion of course met with a decided success in the sprints, while the races and the Service half-mile. Apart from this, however, the racing was exciting and several keenly contested struggles took place. Perhaps the most interesting item was the tug-of-war, in which Ireland won after a splendid tug with the Scotch, who had beaten the English in good style in the first.

The Band of the Shropshire Regiment added a large element to the general enjoyment by their performance of a capital selection of popular music in style which has already stirred the highest admiration of the colony. The programme was as follows:—

"The Band and the Brass and Arrive";

"Reveries of Egypt";

"Avent la Vie";

"Beauty in the Beast";

"Crown of Thorns";

"Dance of the Diamonds";

"Fairyland";

"Glorious Days";

"Joyous Days";

"Liberation";

"Love and Arrive";

"Reveries of Egypt";

"The Band and the Brass and Arrive";

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NOTICE.

HONGKONG GENERAL CHAMBER OF COMMERCE.

THE ANNUAL GENERAL MEETING of the MEMBERS of the HONGKONG GENERAL CHAMBER OF COMMERCE will be held on FRIDAY, the 25th MARCH, at 2.30 P.M., in the ROOMS of the CHAMBER, CITY HALL, for the transaction of the usual business of the Committee and passing of the Secretary's Accounts for the year ending 31st December, 1891; also, to take into consideration certain proposed measures regarding the Import and Export Statistics of the Trade of the Colony.

F. H. ANDRESEN.

Secretary. Hongkong, 17th March, 1892.

THE LABOUR PLANTING COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

AN EXTRAORDINARY GENERAL MEETING for the purpose of arranging for a LAWN TENNIS TOURNAMENT will be held THIS DAY (THURSDAY), the 17th inst., at the CHICKEN PAVILION, at 5 P.M. ARTHUR K. TRAVERS, Hon. Secretary, Hongkong, 17th March, 1892.

HONGKONG CRICKET CLUB.

AREGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, on MONDAY, the 21st inst., at 6 P.M. PRECISELY. Visiting Brethren are cordially invited.

Hongkong, 17th March, 1892.

WOODYEARS AUSTRALIAN CIRCUS, BOWLINGTON.

TO-MORROW EVENING (FRIDAY), MARCH 18TH.

RE-OPENING OF THIS POPULAR SHOW IN THE OLYMPIC SPORTS SINGLE STICK, SWORD V. BAYONET, BROADSWORD, &c. &c.

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LOOK OUT FOR THE INTERNATIONAL TUG-OF-WAR.

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WALTER HADFIELD, Proprietor.

Hongkong, 17th March, 1892.

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The Champion Middle-weight of British Columbia.

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FOR SWATOW, AMOY, AND FOOCHEW, H.B. Company's Steamship.

"NAMAO"

Captain Goddard, will be despatched for the above Ports TO-DAY, the 17th inst., at NOON.

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DOUGLAS L. SPAK & Co., General Managers.

Hongkong, 17th March, 1892.

THE CHINA AND MANILA STEAM- SHIP COMPANY, LIMITED.

FOR MANILA via AMOY.

"ZAFIEO."

Captain Cobham, will be despatched for the above ports on SATURDAY, the 17th inst., at 5 P.M.

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Hongkong, 17th March, 1892.

NAPIER JOHNSTONE'S SQUARE BOTTLE WHISKY.

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Agents for it—

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Hongkong, 17th March, 1892.

INTIMATIONS.

HONGKONG HOTEL COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING OF THE SHAREHOLDERS will be held at the COMPANY'S HOTEL this DAY (THURSDAY), 17th inst., at Half-past Three o'clock in the Afternoon for the purpose of receiving a Statement of the Accounts of the Company to 31st December, 1891, with the Report of the Directors, and to discuss any other business of importance which may be brought forward at the Meeting.

By Order of the Board.

E. LYALL,

Secretary.

Hongkong, 17th March, 1892.

1628

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HONGKONG CRICKET CLUB.

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An Inspection is respectfully invited.

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The Rollers are 30" in dia. by 27" long,

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Capable of crushing 300 tons of Cane

per day. 1 Horizontal Sugar-Cane Mill, with one

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Capable of crushing 150 tons per day.

4-42" Contingual Guring Machines

with 2 Double Driving Engines. 1 JIN CRANE

to lift 3 tons, suitable for a Wharf or Lighter.

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100 ft. x 20 ft. x 10 ft. N. P. N.

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A 100 BARRELED NORDENFELT

MACHINE GUN. 50 Calibres, with Stand.

Shells, Hopes, and Bullets all complete and

in perfect order. The Frame and Breech are

handsomely Nickel-plated.

16 Cent. Screw Cutting Brake LATHE.

Screw Cutting LATHEs of various sizes, Slotting

MACHINES, SHAPING MACHINES, Radial Drill

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Also,

A COLOURED PLATE OF THE HOUSE FLAGS OF

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Hongkong, 7th March, 1892.

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NOW READY.

THE CHRONICLE AND DIRECTORY

MAIL SUPPLEMENT TO THE HONGKONG DAILY PRESS.

HONGKONG, THURSDAY MORNING 17th 1892.

THE MERCHANTIES MARKS ACT.

In his report on the working of the Merchanties Marks Act last year the Collector of Customs at Bombay states that the quantity of goods brought to that port bearing false descriptions is rapidly decreasing, and it is believed that few such goods manage to pass the Custom House. At the same time manufacturers are beginning to send unmarked goods, where they previously sent marked goods, and there is reason to fear that in many such instances descriptions which the Custom House would treat as objectionable are affixed after importation. Indeed the Collector states that the importation of labels which are obviously intended to be put to dishonest use is by no means uncommon. The number of detections under the Act last year were two in Rangoon, four in Madras, 144 in Karachi, 303 in Calcutta, and 681 in Bombay. The *Rangoon Gazette* in a couple of articles on the subject indicates the Act, which it condemns as utterly futile, arguing that it would be far better to let masters adjust themselves as they would do in time. Some dealers, our contemporary says, will find it to their interest to keep only genuine and good articles and those who want such things will go to them, while those who want cheapness primarily will seek it elsewhere, the haggling of the market being sufficient to prevent the purchaser paying the price of a superior article for an inferior one and bringing down the price of the rubbish to its proper value. This argument is hardly calculated to command general assent; for every man having any acquaintance with trade knows the immense injury done by fraudulent trade marks. Not only is the purchaser frequently defrauded, but the genuine article suffers in reputation and is looked askance at by those who have once been deceived. As to the affixing of fraudulent marks after importation, that is an evil which calls for an extension of the law, but it is no proof of the general infamy of the law as it present exists.

Our contemporary does not seem to have had much difficulty in picking out a few cases where the operation of the Act appears absurd. For instance, at Bombay two cases of purses were imported from Boulogne. Some were marked "Jubilee" and others "Victoria Regia Jubilee," but without any other indication of the country of origin. A fine of Rs. 20 was inflicted and the purse confiscated, the importer being given the option of redeeming them on payment of another sum of Rs. 200, provided he returned them on the country of origin. Whether the purse came from Kamschatka or Timbuktu is of no mind of the slightest moment to the purveyor. The purse "Jubilee" however, was held to imply English manufacture, and as these had been made in England this was put down as a misleading and fraudulent trade designation. In another case, five cases of steel files were confiscated and a fine of Rs. 20 imposed, though they had no fewer than three labels on the wrappers clearly indicating the place of origin. The files themselves had "L' Talbot & Cie, Saint-Dizier," but as they had also "wrought cast steel" on them, it was held that purchasers might be led into believing they were of English and not French manufacture. Cases like these point rather to a want of discretion in the principle of the law. Our contemporary, however, condemns the Act *in toto*, representing it as futile where it is not actively mischievous. If this view of the working of the Act in India were adopted we might congratulate ourselves that our equivalent local Ordinance had been a dead letter and that no attempt is made to put it into operation. In theory the Ordinance is supposed to be in full force and effect, but without any machinery for its administration it can accomplish nothing.

Having noted a journalistic criticism of the Indian Act it may be interesting to see what a practical body like the Bombay Chamber of Commerce have to say on the subject. The annual report of the Committee of the Chamber states that the Act has been worked out so far as Bombay is concerned, with exceedingly little friction, that one or two cases have been brought to the notice of the Committee in which people had felt aggrieved as to the penalties and fines inflicted (including possibly the cases over which the *Rangoon Gazette* makes merry)—but after investigation the Committee came to the conclusion that the provisions of the Act had been contravened, and that the applicants therefore had only themselves or their constituents to blame for the punishment incurred. "As to the results of the Act on trade in general," the report proceeds, "there may be, and no doubt, some conflict of opinion, but there can be no question that it has had a very decided effect with regard to the length of piece-goods imported, and the counts and weight of yarn. Whether local spinners and manufacturers have been made to feel the control of the Act to the same extent as English spinners and weavers in a most point, as Bombay goods and yarns are generally shipped to places where no Merchanties Marks Act is enforced, and there being no system of Government inspection under the Act, spinners and weavers are left to their own conscience as to how far they observe their provisions." We can hardly give the Bombay spinners and weavers credit for possessing more tender consciences than their English competitors, and we must assume therefore that there is the same scope for the Act here as in India in respect of yarns and piece-goods imported. The endeavour for working it is, however, entirely wasted, not, perhaps, it is altogether desirable that it should be applied, unless the Foreign Customs of China would undertake to apply similar regulations to imports of the "Fancy Trade." The measurement of yarns and piece-goods is made for the protection of the purchaser, and as most of the goods imported into this Colony are consumed in China it might be considered a work of supererogation for this Colony to take measures for the protection of the Chinese consumer if the Chinese Customs Authorities themselves will not do so, since the only effect would be to cause trade to pass by this port and go direct to Canton or elsewhere. Where the infringement of trade marks is concerned different considerations arise, but in the present state of affairs seeing that the colony has no system of Customs examination, the parties whose property is affected must be left to look after their own interests.

TRADE ROUTES TO WESTERN CHINA.

The *Rangoon Gazette* does not seem to have much confidence in the development of a great trade with Western China by the transhipment of railways. In discussing a pamphlet by Captain Devraz, who is on the military staff of Indo-China, entitled *Les Grandes Voies Commerciales du Tonkin*, our contemporary quotes the following passage from Mr. Hospi's recent book "Four Years in Western China":—"The most casual reader will have observed that the province of Yunnan is covered with ruined cities, towns, and villages; that its soil, fruit, oil, without a doubt, is only partly cultivated; and that its population is exceedingly scanty." Room must, however, be found for the ever-increasing population of Sze-chuan, which is surely destined to develop both Kwei-chow and Yunnan; yet many years must elapse before such a happy consummation can be effected. Until then time comes, no great development of our trade with Western China through Burma need be looked for. It will be said that these are the views of a pessimist, and that the introduction of railways would put new life into the country. Granting that there are people foolish enough to practise capital for the construction of railways through impossible country—that is, supposing the necessary permission to have been obtained—I have yet to learn that there are people foolish enough to have no trade without trade-products, and that shareholders would expect no remuneration from their capital. It will be fine enough to think of railways "when half the provinces of Yunnan is under cultivation and some of its dead industries have been revived." Captain Devraz, in his pamphlet states that the first thought of the English on acquiring Upper-Burma was to open out commercial outlets to Yunnan, Laos, and Siam; for this reason Mandalay was connected with Rangoon by rail at once, and the work of pushing on the railway to Bhamo is in active progress. Where Captain Devraz gives us this idea, says our Rangoon contemporary, we do not know. As a matter of fact, the Mandalay line was made chiefly to open out and to keep in order the landlocked tract through which it runs, and not with a view to grasping Western China at all. As to the continuation to Bhamo which is said to be in active progress, that is pure imagination. The railway extensions made to the northwards are on the other side of the river, the railway will not be brought nearer to Bhamo than Katha, and the main motive for their construction is to open out and dominate rail-linked tracts. Whatever Captain Devraz may say, the fact remains that we should take away from him the right to say, "I have yet to learn that there are people foolish enough to practise capital for the construction of railways through impossible country—that is, supposing the necessary permission to have been obtained—I have yet to learn that there are people foolish enough to have no trade without trade-products, and that shareholders would expect no remuneration from their capital. It will be fine enough to think of railways "when half the provinces of Yunnan is under cultivation and some of its dead industries have been revived." Captain Devraz, in his pamphlet states that the first thought of the English on acquiring Upper-Burma was to open out commercial outlets to Yunnan, Laos, and Siam; for this reason Mandalay was connected with Rangoon by rail at once, and the work of pushing on the railway to Bhamo is in active progress. Where Captain Devraz gives us this idea, says our Rangoon contemporary, we do not know. As a matter of fact, the Mandalay line was made chiefly to open out and to keep in order the landlocked tract through which it runs, and not with a view to grasping Western China at all. As to the continuation to Bhamo which is said to be in active progress, that is pure imagination. The railway extensions made to the northwards are on the other side of the river, the railway will not be brought nearer to Bhamo than Katha, and the main motive for their construction is to open out and dominate rail-linked tracts. Whatever Captain Devraz may say, the fact remains that we should take away from him the right to say, "I have yet to learn that there are people foolish enough to practise capital for the construction of railways through impossible country—that is, supposing the necessary permission to have been obtained—I have yet to learn that there are people foolish enough to have no trade without trade-products, and that shareholders would expect no remuneration from their capital. It will be fine enough to think of railways "when half the provinces of Yunnan is under cultivation and some of its dead industries have been revived."

retain them in the Colony. The head and front of the offending by the Chinese is their competition in the labour market, and as a working-class movement is now springing up in British Columbia, the shoe is beginning to pinch. This agitation against the Chinese is to be deplored, not in Chinese interests only but also in those of the Canadian themselves. The immigration does not benefit the Chinese alone; it enriches the Dominion in many various ways. It furnishes a supply of cheap labour with the aid of which Canadian factories could soon compete successfully with those of California. It would gradually produce a large trade between Canada and China, of which the terms are already apparent, and which would ultimately make of Vancouver the second port of the Pacific coast of the American continent. It would likewise bring about the rapid opening up of the great corn lands of the western provinces of the Dominion, and no doubt hasten the exploitation of its valuable mineral resources. Many of the evils attending the immigration of Chinese could be remedied by sensible legislation. Why should they be allowed to live under insanitary conditions not tolerated among the Caucasian section of the population? The tyranny of the highlanders might readily be curbed, just as the techis have been driven out of the secret societies in the Straits Settlements, and the system of female slavery could be gradually and surely put down. As for the opium habit, that is certainly an unpleasant vice, but it is harmless when compared with the evils which attend intertemperate indulgence in alcohol. No doubt there is a good proportion of criminals among Chinese immigrants, but it is not greater than that among arrivals from European countries. The Vancouver agitators desire to check Oriental immigration by a poll tax of \$500 and a tax of \$50 per head on those now resident in the Dominion, which would suffice to exclude the coolie class, but we hope that they will not succeed in their crusade, convinced as we are that they have little idea of how seriously the growth of their promising city would be impaired by the passage of such an act by the Parliament at Ottawa. If the Dominion Government too readily heeds the outcry now raised by a section of the population and legislates in haste, the citizens of Vancouver will be disappointed in their efforts to exclude the junkies from the colony.

The reference made to the subject in the Legislative Council of the Straits Settlements was in a debate on the second reading of the Criminal Procedure Code. In the course of a long speech Mr. Sheriff said:—"Whatever may be said as to the Attorney-General having a private practice and no doubt the arguments in favour of it are as powerful as those against it—it seems to my mind perfectly clear that the Public Prosecutor is Attorney-General combined in one person cannot fulfil the duties imposed upon him by this Code in a full manner if private practice is allowed him." The opinions of Sir George Phillips and Sir Thomas Sheppard to the amount of work done by the Attorney-General were quoted by Mr. Sheriff, who, referring to his own experience in the office of Attorney-General, said:—"During the time I was acting, I know I did my private work out of office hours. The whole of me ten hours a day was taken up by my official work, and it may be that in the Straits too much work is known on the Attorney-General, but it appears evident that under any circumstances the officer must enter a good deal of private time in addition to his official work.

The strength of virtuous resolution is illustrated in the following story:—"Two sisters of the Tso family, named Chung and Yu, lived in the Tung dyas y in the town of Fung-tion. The younger, especially, had a strong will. One night a band of rascards numbering a thousand men, on one of their expeditions, came to the house of her mother as a general was in action in defending a city from the rebels. The strength of virtuous resolution is illustrated in the following story:—"Two sisters of the Tso family, named Chung and Yu, lived in the Tung dyas y in the town of Fung-tion. The younger, especially, had a strong will. One night a band of rascards numbering a thousand men, on one of their expeditions, came to the house of her mother as a general was in action in defending a city from the rebels. The strength of virtuous resolution is illustrated in the following story:—"Two sisters of the Tso family, named Chung and Yu, lived in the Tung dyas y in the town of Fung-tion. 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